## The Shipping Companies and the Pilot Bill

One of the shining lights of the opposition stated in committee on the 21st instant that he had never considered the matter of pilotage until a few days ago. Is he competent to intelligently argue this profound subject?

Number of tons of-bunker coal shipped from Norfolk and Newport News in 1901, about 740,000 The same amount in 1905 (according to their own admission of 65c per ton increase) would have sold for -\$2,035,000.00 - \$2,516,000.00 The coal agents charge for this amount of coal in 1908 -The increased cost of this coal, made at the same time, at the same price at both ports, and by all the coal agents, for 1908 - \$481,000.00 \$2,035,000.00 Steam coal costs, delivered at the piers of Norfolk and Newport News about \$2.75 or less per ton, or Gross profit on 740,000 tons steam coal \$481,000.00 Besides this, the coastwise shipments of steam coal at Norfolk and Newport News in 1907 amounted to in tons over 4,000,000

## Let Them Say What Their Profits Were on This Enormous Amount of Business

AND AFTER THEY DO THIS

Let them tell you what their equipment for doing millions of dollars. worth of business costs them: Office rent, two or three employes and stationery are about all required.

Let them tell you what time is consumed in disbursement of a ship's business, in which there is a profit of from \$300 to over \$1,500. We have seen hundreds of them disbursed and feel that it is conservative to say that seldom over two hours time is required.

Let them tell you the amount of taxes paid city or State for doing an annual business of \$10,000,000 to \$15,000,000.

The value of the Virginia Pilots' equipment (a hazardous investment) is - - -

They have said that a pilot's duties involve only 600 hours a year. The actual time is 6,000 hours, or ten times longer than the coal agents say while during the other 2,760 hours they are "minute men" and cannot leave the State without permission of the Board of Pilot Commissioners.

The Virginia Pilots pay for City and State, real and personal and POLL TAX \$1.823.98 The Virginia Pilots pay on their floating equipment -By the passage of the pending bill, which imposes additional tax upon them, they will pay . - - -1,700.00 Or a total annual tax of

Let us tell you that these coal agents, according to statement of commissioner of revenue, don't pay one dollar to either city or State for transacting bunker business, and it is understood not one dollar to city or State on over \$10,000,000 coastwise shipments of steam coal, unless they are the principals. Let them say how many are principals, and let them tell you what their profits are under their present methods of doing business.

Let them tell you why the poorer retail dealer, in order to eke out an existence for himself is compelled to charge \$5 or more per ton for steam derstanding or actual compact), which arbitrarily regulates the cost of life's

We will remind them that any combination (whether by mutual uncoal which costs about half that amount delivered at Norfolk and Newport in nature and destructive of sound economic principles.

We will tell the shipping companies that a "legalized monopoly," whose conditions are based upon "the experience of all commercial States," and strongly endorsed by the Supreme Court of the United States, is far more meritorious than one which has not such endorsement, while the unanswered (and unanswerable) arguments advanced by the Virginia Pilots, savor more of dignity than the actual distortions and misleading statements of the opposition.

They have not, and cannot argue the matter. The subjoined anecdote from Mr. Stansbury's book, "The Barrister," fittingly illustrates their weakness.

"Barrister Nolan was flushed with oratorical enthusiasm when he started | 'Denied!' came from the Chief Justice of the Supreme Court." in to argue from his brief, point by point, before the late eminent jurist, Chief Justice Shea, of the Marine Court. The thunder of the barrister's voice ceased to reverberate for the moment, as he rested after delivering point I. sive.

"Thin," said the barrister rising, "I thrust your honor will hear me with patience during me presintation of point II, for it is equally conclu-

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SOCIAL and PERSONAL

Note that the control of the c